

PORT OF DELIVERY—CITY OF LAFAYETTE, LOUISIANA.

[To accompany bill H. R. No. 820.]

FEBRUARY 28, 1843.

Mr. T. W. WILLIAMS, from the Committee on Commerce, made the following

REPORT:

*The Committee on Commerce, to whom was referred the memorial of the board of council of the city of Lafayette, in the State of Louisiana, also of shipmasters, shipowners, consignees, and other persons interested in the commerce of the port of New Orleans and of the city of Lafayette, praying that the city of Lafayette be made a port of entry, respectfully report :*

That the city of Lafayette, although located in a separate parish from that of New Orleans, yet immediately adjoins its upper limits, and has a front on the river Mississippi, of one mile and a third ; that large quantities of produce are annually landed and stored there for reshipment ; that it affords good, safe, and commodious landing places, contiguous to the warehouses of many of the consignees and shipping merchants, residents of the upper part of New Orleans and of Lafayette, who under existing circumstances are compelled to land at the port of New Orleans.

It appears that a bill to extend the limits of the port of New Orleans, so as to include the city of Lafayette, passed the House of Representatives on the 9th day of February, 1837, but was laid on the table in the Senate. The application was renewed at the last session, and reported against. The memorialists come forward at the present session, asking for a separate port of entry. The committee are satisfied that it would greatly facilitate the operations of commerce and navigation, that the request is just and reasonable, and that some relief ought to be granted ; but, believing that the object of the petitioners will be attained by constituting it a port of delivery, with a surveyor, which will be comparatively of small expense, while it will permit vessels to load and unload their cargoes at the city of Lafayette, and without great inconvenience to enter and clear at the custom-house at New Orleans, and at the same time meet the approbation of the inhabitants of both cities, have reported a bill for that purpose.

PORT OF DELIVERY—CITY OF LAFAETTE, LOUISIANA.

To accompany H. R. No. 278.

February 28, 1843.

Mr. T. W. Williams, from the Committee on Commerce, made the following

REPORT.

The Committee on Commerce, to whom was referred the memorial of the board of council of the city of Lafayette in the State of Louisiana, and also of shipmasters, seamen, consignees, and other persons interested in the commerce of the port of New Orleans and of the city of Lafayette, praying that the city of Lafayette be made a port of entry, respectfully report:

That the city of Lafayette, although located in a separate parish from that of New Orleans, yet immediately adjoins its upper limits, and has a front on the river Mississippi of one mile and a third; that large quantities of produce are annually landed and stored there for reshipment; that it affords good, safe, and commodious landing places contiguous to the warehouses of many of the consignees and shipping merchants, residents of the upper part of New Orleans and of Lafayette, who under existing circumstances are compelled to land at the port of New Orleans.

It appears that a bill to extend the limits of the port of New Orleans so as to include the city of Lafayette, passed the House of Representatives on the 3d day of February, 1837, but was laid on the table in the Senate. The application was renewed at the last session and reported against. The memorialists come forward at the present session, asking for a separate port of entry. The committee are satisfied that it would greatly facilitate the operations of commerce and navigation, that the request is just and reasonable, and that some relief ought to be granted; but believing that the object of the petitioners will be attained by constituting a port of delivery, with a surveyor, which will be comparatively of small expense, while it will permit vessels to load and unload their cargoes at the city of Lafayette, and without great inconvenience to enter and clear at the custom-house at New Orleans, and at the same time meet the apprehension of the inhabitants of both cities, have reported a bill for that purpose.

CUMBERLAND ROAD EAST OF THE OHIO.

[To accompany bill H. R. No. 830.]

FEBRUARY 28, 1843.

Mr. STEENROD, from the Committee on Roads and Canals, submitted the following

REPORT:

*The Committee on Roads and Canals, to whom were referred sundry memorials from citizens of the United States, praying that Congress would complete the Cumberland road east of the State of Ohio, by erecting a bridge over the river Ohio, at the city of Wheeling, in the State of Virginia, make the following report:*

The memorialists represent that the Federal Government, for a consideration which has inured greatly to its benefit, undertook to lay out and make public roads, leading from the navigable waters emptying into the Atlantic, *to the Ohio, to the State of Ohio*, and to make a road or roads to each of the States of Indiana, Illinois, and Missouri.

The Federal Government, in pursuance of its obligations, has located and made a road from Cumberland to Wheeling, and authorized the appointment of commissioners to lay out a road "from Wheeling, in the State of Virginia, to a point on the left bank of the Mississippi river." Though appropriations at different periods have been made to finish 133 miles in Maryland, Pennsylvania, and Virginia, 171 miles in Ohio, 9 miles in Indiana, and 29 in Illinois, still no appropriation has yet been made by the Federal Government to complete the road from the city of Wheeling *to the Ohio, to the State of Ohio*. The memorialists show that the unfinished portion from the city of Wheeling to the State of Ohio is a chasm in this great work, of such opposing magnitude as to require its speedy completion. Indeed, however great may be the demand from other sections of this road for an appropriation to advance and complete it, this portion is paramount and commanding. Since the completion of the railroad from Baltimore to Cumberland, it has been rendered the most speedy and cheap route from the Atlantic seaboard to the great West and Southwest, and has become what has been very appropriately called the "Appian Way of the Republic." This unfinished portion of the road leaves an obstruction by which not only the great travelling world on this route is stopped, but when the river is high, and crowded with ice and drift, the great mail from the East to the West is here detained often for days. During the year 1836, the mail was detained, at different times, by the ice, 32 days; in 1837, 17 days; in 1838, 38 days; in 1839, 22 days; in 1840, 18 days; and in

1841, 24 days, to the great prejudice of the Government and its citizens. Let us not, then, be told that this Government is too impotent to remedy an evil of such magnitude as this. There can be no reasonable doubt but this great national highway is to be completed, to be extended to the Rocky mountains, and perhaps to the Pacific. Other smaller streams over which this road passes have been bridged; and it is now time that the present obstruction should be obviated by the erection of a bridge over this, the largest river and the greatest barrier which it encounters in its route to its ultimate destination.

By an examination, made under a resolution of the House of Representatives, by the Engineer department, and the report accompanying the documents on this subject, all objection, as regards the interruption of the navigation of the river is entirely precluded; and it is shown a bridge can be erected, not to offer the slightest obstruction.